

5 June 1953

CRR:I/FE

25X1A9a

Current Support MemorandumUSSR May Underfulfill Plan Goals for Production of Railroad Cars\*

According to the original Sixth Five-Year Plan (FYP) 225,000 railroad freight cars and 18,600 passenger cars were to be manufactured in the USSR during the period 1956-60. 1/ Actual production of these items during 1956, 1957 and 1958 (shown below) indicates that these goals may not be met.

<u>Physical Units</u>		
<u>Year</u>	<u>Freight Cars</u>	<u>Passenger Cars</u>
1956 2/	40,000	1,799
1957 3/	38,300	1,856
1958 4/	41,000 (estimated)	-
Totals	119,300	3,655

These figures show that an average of about 52,850 freight cars and 4,980 passenger cars would remain to be manufactured during the remaining years of the plan in order to meet the goals as set forth in the original plan. The peak post war production year for freight cars was 1950 when 50,795 were produced. 5/ The peak year for passenger cars since 1950 was 1957 when 1,856 were built. 6/ Both of these peak years are well below the output which the USSR needs to meet the goals as set forth in the original Sixth FYP.

At the present time there is no evidence that the USSR is building additional plants or converting other plants for the production of railroad cars. Therefore, unless the USSR takes measures to do this, or can increase output in its present plants above that of the peak years, it seems likely that it will not be able to meet the goals for the production of railroad freight and passenger cars as set forth in the original Sixth FYP.

\* References to railroad cars throughout this paper are to mainline types only.

Sources

1. Pravda, 26 Feb 56. U.
2. CIA. FBIS Teletype, 31 Jan 57. OFF USE.
3. Pravda, 27 Jan 58. U.
4. CIA. FBIS Daily Report (USSR and Eastern Europe), 14 Apr 58, p. C0-13. U.  
(Estimate based on report of first quarter production)
5. CIA. FDD Translation no 647, Jul 57, USSR Industry, p. 222. U.
6. Pravda, 27 Jan 58. U.